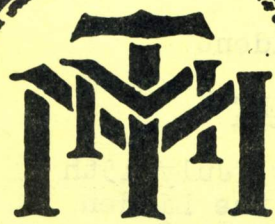


Official Publication of The Minnesota Transportation Museum, Inc.



# MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343



JULY-AUGUST 1975

ABOUT THE COVER: FREEDOM TRAINS' ACOMIN' -- TO MINNEHAHA! (Part II)

Hear the train acomin', she's rollin' down the track---to Minnehaha Depot! (To paraphrase the lyrics of celebrated folk artist Johnny Cash,) the Steam-drawn 25-car Freedom Train will arrive in the Twin Cities on Tuesday, August 26th for a five day stay. Train visitors, expected in the thousands, will be able to purchase tickets at modest prices at Twin Cities Red Owl Stores and on site. For MTMer's, it will be a glorious time; after an absence of many decades, genuine steam power will again stand beside the historic Minnehaha Depot in South Minneapolis on rails once part of the Milwaukee Main high iron line to Chicago--now a lonely and forlorn spur track to nowhere. During August the sleepy siding by the Depot will come alive. And so will MTM'S depot activities. The Station will be manned and open for throngs of visitors. Plan to come out for the happening of two centuries! Freedom train is coming our way--just listen to that whistle scream!

THE PRESIDENT'S MESSAGE;

To the Membership---

Well, we did it! #1300 began operating on the previously announced day, thanks to all of you who made it possible through hard work and sacrifice!

I would like to take this opportunity to deal with two subjects of vital importance to the Museum and its membership. The first subject is safety, both in the day-to-day operation of #1300 and in the restoration work at Lake Harriet and Como Shops. The rules of operation must be strictly adhered to, if we are to maintain our spotless record of historic public transport. Remember, absolutely no chances are to be taken! If you see someone breaking the rules, firmly call it to his attention--actually stop the operation, if necessary! I am also concerned with material and tools which are not being properly returned or are left in the walk-ways. Stop, Think,---take a bit of time to put things away so that another museum member will not risk injury to himself while working.

The delay in the extension at Lake Harriet is of just concern to many museum members. Our proposed extension (about 600') awaits a complete lease agreement with the Park Board before we can get them to do the necessary filling and grading outside the physical limits of our existing right-of-way. We are still working toward a short extension by fall that will bring us to the end of the present north line right-of-way where Lake Calhoun at least will be visible to the riding public. If any MTMr's still have questions on the northern extension plans or problems relating to it, please feel free to contact me. (phone 484-7512)

Respectfully,

George K. Isaacs, President

MTM GENERAL MEMBERSHIP MEETING SLATED FOR JULY 15th AT HARRIET

The Mid-summer meeting of the Museum will be held on Tuesday, July 15th aboard Streetcar #1300. The car will be parked in front of the Linden Hills car barn, under power, during the session. Meeting time is 8 p.m.



Members are urged, however, to arrive at the 42nd St. platform between 7:45 and 7:55 for the ride up to the Linden Carhouse. Parking is available in the Lake Harriet Pavilion/Bandstand area.

#### C-H OPERATIONS IN FULL SWING! by Frank Sandberg-VP Traffic

On Sunday, May 18th, we officially began our 1975 operating season -- right on schedule. The punctual start was, of course, due to many long hours contributed by many of our members, as well as a certain amount of plain good luck; and for both, we are very grateful! As our newly refurbished trucks begin to lose their initial stiffness, and the accompanying new mechanical hardware seats itself and becomes nicely broken-in, we will realize that most of those "typical" streetcar sounds that we all grew up to know and love were, in all reality, a matter of poor maintainance. Albeit, the 'old girl' will last a long, long time. So far, this season, our passenger loadings are continuing to lag behind last year. In all fairness, this is due largely to the unseasonably rainy weather which has plagued us as it has so many. Also, I believe, due to the lack of a longer track expansion on our north line--riders may be down.

During my vacation, Ken Snyder will be assuming the responsibilities of the Traffic Department. Those members who have questions regarding schedules, etc. during this period should call Ken at 926-5755.

Note for operating crew members: The Lake Harriet operating schedule "C" covering the period from July 25 to Aug 27 will soon be issued. If you are going to be on vacation, or if you are particularly difficult to reach by phone during the evening hours, please call me after July 5th (890/2830) to make sure you get on the operations schedule.

In addition, the entire job will be much easier if crew foremen will call their crews in advance of operation. Also, if everyone involved would make an effort to arrange a substitute operator from the list of qualified operators, should the need arise; it would be most helpful.

Above all, let's continue to conduct our operations in a safe and courteous manner. As mentioned before in this issue, if you, the individual member are witness to any unsafe condition or careless operation, you have the responsibility to call an immediate halt before a serious incident can result!

#### PASSENGER SAFETY AT MTM-CH LINE

From the moment a visitor steps onto the C-H line, until the moment he leaves, his/her safety is our vital concern. The MTM has given good effort in this respect, and our record is a good one. This record must be maintained by every MTM member.

As the passenger arrives, the first individual he/she meets is the station platform man. He must contribute to passenger safety and pleasure by concise and accurate answers to questions, provided with a smile. The station man must watch over the extremely young and the extremely old, particularly at that moment when the car is approaching or departing the platform area.

Once the rider reaches the side of the trolley, he/she is the responsibility of the conductor. The most prevalent type of hazard occurs in boarding and departing. Passengers have trouble with the final step up to the vestibule of the car; experienced conductors are alert for this to happen. Don't let anxiety to "keep things moving" prejudice safety.

Once the starting bells are rung, the play is totally in the motorman's hands. Smooth stops and starts, attention to signals and the road crossing, slow speed on switches, are his responsibility.

passenger safety (cont.)

Not usually appreciated by our visitors, but vital, is the observance of strict operating rules and orders. Running as we do on peak ridership schedules, we have done well in this respect in the past; as we must continue to do. However, on the Como-Harriet, the rule is Safety First, Last and ALWAYS!

#### C-H SITE CREWS GET OFF TO A FAST 75' START

Our C-H work sessions began this spring on April 19th at the 42nd St. crossing. A firm deadline was previously set for May 18th (opening day of operations) to finish the passing siding switch at 42nd St. and to clean up the station's general area. With the fine help and cooperation of all our active work crew members; we met that deadline! Our special thanks go to member Herb Pinske for his superb direction of track laying activity. Bob Renz also succeeded in completing the rail-bonding work to the north end of the line and installed plates in the flange-ways of all switch frogs to "cushion" the passage of '1300's' rebuilt trucks. Our tasks for the months of July and August are to complete the rehabilitation of the 42nd St. station area and smooth out the north line "S" curve. We may also do some work on the track between William Berry Bridge and the Calhoun drainage pipe. We look forward to the continued support of the working members of MTM and ask that all members join us whenever possible. Remember, we're rebuilding a Living and colorful piece of Minnesota history! Call me for details. (645-3333)

Thanks--Scott Heiderich

#### #1300 IS BACK ON ITS' TRUCKS! - A VOTE OF THANKS TO THOSE WHO DID IT!

Yes, our #1300 opened the operating season on time this year -- atop two newly reconditioned traction trucks. However, there was serious doubt right up to the final day as to whether the trucks would indeed be ready. Thanks to many unsung heros, we made it. The following people deserve our special thanks for their outstanding efforts on the trucks during this past winter and early spring; George Isaacs (project manager, funding, brass bearings, paint, electrical and chief agonizer; Ken Snyder (transportation of trucks both to and from #1300); Bob Renz (bushings, lubricants, removal and installation of trucks); Frank Sandberg (bull and pinion gears, etc.) John Larkin (new wheels and brake shoes). The extensive project was extremely costly, but our members saved us not only a great deal of expense, but also much time---in the end, the most critical commodity!. Our thanks must also go to the many, many members that put in 12 to 14 hour days in October during removal of the trucks and again on May 17th during their re-installation. The following companies graciously supported our reconditioning efforts; The SOO LINE, General Electric, Remmele Engineering, Capital Gear, St. Paul Brass, Terry Brothers and American Brake. Hopefully, we can now look forward to many years of worry-free operation on the "new" trucks. The 'trolley of summer' is now better than ever!

#### MTM EQUIPMENT LOAN PROCEDURE OUTLINED

As most active members already know, we have accumulated many general, specialized and necessary tools and pieces of equipment over the years with which to work on various MTM projects. Some of these items, however, are often very handy to have at home when there is a special project on the home "chores" list. As a result, some of these tools have a way of sprouting wings! They disappear for several weeks (or months) at a time. This, of course must Stop! Often, that tool is just what we need now, to work on a

## EQUIPMENT LOAN PROCEDURE (cont.)

particular MTM project. Any member who desires to borrow any piece of MTM equipment or tool, for any reason, is asked to contact Scott Heiderich, the Vice President of Operations for specific permission. Only short term loans on items not critically needed will be considered. Any items either broken or not returned will be charged for at the current replacement price. At our work sites, all members are asked to return all tools to the proper locked building immediately after work sessions. Tools left outside will simply be lost. (And, if anybody knows where our Como-Harriet wheelbarrow is-----please return it to the Linden streetcar barn.) Thanks!

Scott Heiderich

## THE ELECTRIC RAILWAYS OF MINNESOTA --A progress report by Russ Olson

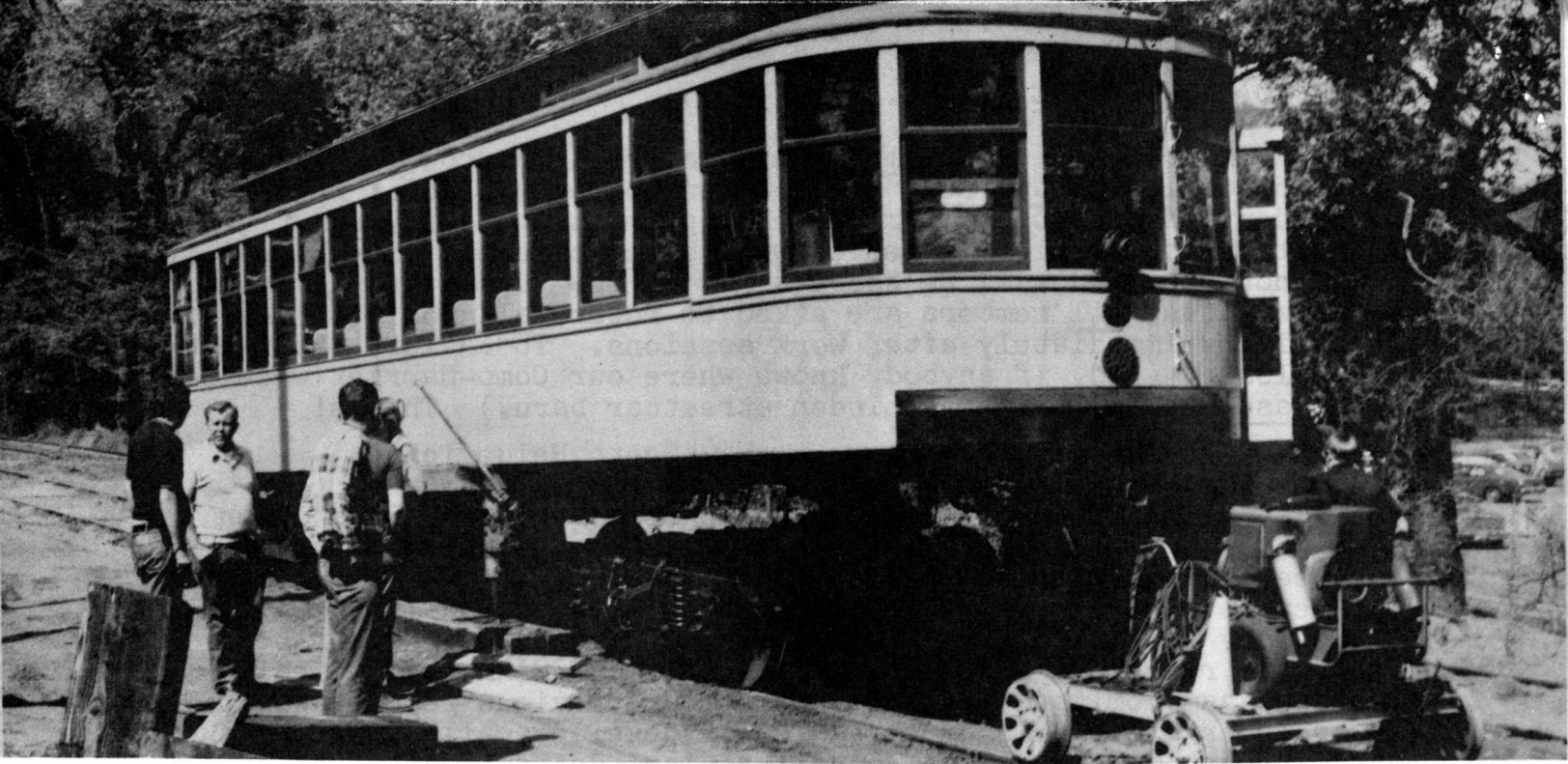
We have been too busy writing and editing actively to seek publicity, but the 'grapevine' informs us that a progress report on the long awaited MTM major literary work-'The Electric Railways of Minnesota', might be favorably (?) received. Several issues back, our Minnegazette editor, through sheer enthusiasm, omitted one sentence of our previous report--we still intend to cover all of Minnesota, and, as it develops, all of North Dakota. We have, through MTM executive council action, determined to act as our own publishers--sufficient financial support having been indicated from interested members. Accordingly, optical-scanning, photo-typesetting methodology has been adopted and the entire text has now been completely typeset. As a by-product of this process, a photocopy of the type composition is presently being used for making the final rough page layouts. By the time you receive this issue of the 'Gazette', 30% of the page layouts will have been readied for the printer. It had also been previously decided to have a professional draftsman re-work the various Minnesota system maps, and this effort is now 67% complete. Selection of the printer has now been narrowed to two firms. But, please remember, this is still a 100% volunteer effort, and although sacrifices are being made, we simply are not yet in a position to establish an exact order date or price. We are hoping for a late fall '75 or early winter of 1976 publication; however, the schedule of the printer and other variables will be the determining factors. Members and non-members alike have contributed generously of both information and photographs, which combined with previous research efforts, should produce a very definitive work of which MTM can be extremely proud!

## MOVING MTM FORWARD: - A Way Everyone can Help -by David Norman

The needed, but costly, repairs on old #1300 have now been successfully completed and she is once again busy carrying thousands of happy passengers on a 'trolley ride back into history'. Duluth #265 and Dan Patch #100 are presently being refurbished at Como Shops--surrounded by other rail and 'tired' vehicles awaiting their turn at restoration. MTM's 'big book' on electric railways of Minnesota is being prepared for the printer. Planning continues for the Northern Harriet Extension and the future steam and Diesel operating site.

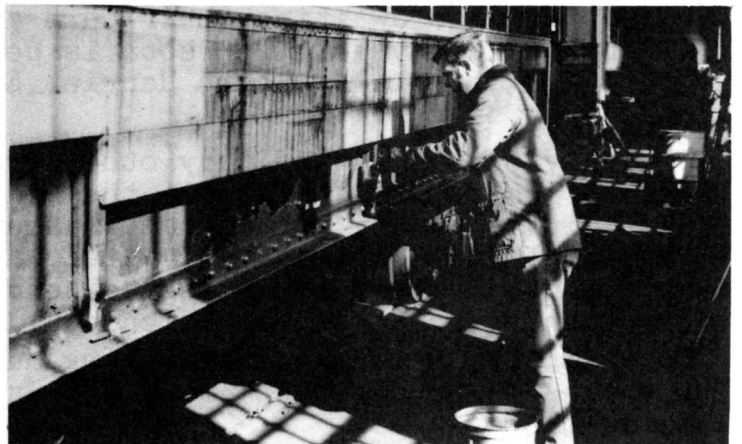
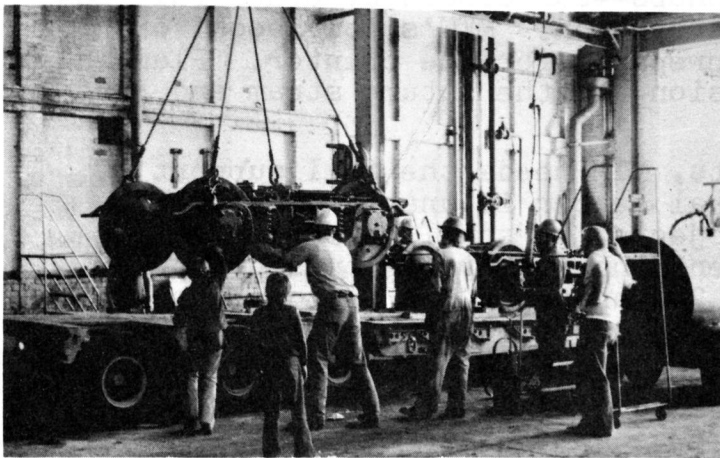
To carry out these and many other projects, MTM needs the full support of all of its members. Even if the individual member is unable to actively participate in any of the many museum projects, he still can help MTM in one fundamental way--a very vital way--renewing membership dues promptly upon renewal notice. Having to send out 2nd and even 3rd notices wastes time, energy and postage which could have been put to better use. More importantly, promptness in paying dues means MTM will have funds on hand when they are needed to carry out the various projects. Please help us move ahead.





MTM Potpourri: Above; Car 1300 shown being retrucked at 42nd St. during May. The power generator was used to 'jockey' the trucks into position under the car.

Below, left; crews power spike down rail on the new 42nd St. passing siding. Below, right; Rebuilt trucks for 1300 arrive at Harriet - unloading is in process. Bottom left; Trucks for 1300 are swung aboard the flatbed at Soo-Shoreham shops. Bottom, right; At Como Shops George Obermeyer primes 265's underframe. Pix courtesy Loren Martin.





# MINNESOTA STREETCAR MUSEUM

PO Box 16509  
Minneapolis, MN 55416-0509  
[www.TrolleyRide.org](http://www.TrolleyRide.org)

August 2021

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**We Make Minnesota's Electric Railway History Come Alive!**